



Compliance, Safety, Accountability

Compliance, Safety, Accountability (CSA) is a major Federal Motor Carrier Safety Administration (FMCSA) program to improve the effectiveness of the agency's compliance and enforcement program. Its goal is to achieve a greater reduction in large truck and bus crashes, injuries, and fatalities, while maximizing the resources of FMCSA and its State Partners.

CSA is made up of three key elements: **Measurement, Safety Evaluation, and Intervention**. The new approach is demonstrated in the Operational Model in Figure 1, on the back of this sheet.

Measurement System – The CSA Safety Measurement System (SMS) replaces SafeStat in the Operational Model. The SMS is organized by seven Behavior Analysis and Safety Improvement Categories (BASICs): Unsafe Driving, Fatigued Driving (Hours-of-Service), Driver Fitness, Controlled Substances/Alcohol, Vehicle Maintenance, Cargo-Related, and Crash Indicator. Every month, the SMS measures the on-road safety performance of carriers to identify candidates for interventions to determine the specific safety problems exhibited by a carrier and to monitor whether safety problems are improving or getting worse.

Safety Evaluation – SMS gives FMCSA the ability to more effectively evaluate the safety performance of carriers for purposes of intervention selection and to potentially make a safety fitness determination. An explanation of how this would work will be detailed and presented for public comment in a Notice of Proposed Rulemaking.

Intervention Selection: In the Operational Model Test (Op-Model Test) States, the SMS identified carriers with safety problems and recommended the level and type of intervention based on the carriers' on-road safety performance.

Safety Fitness Determination (SFD): In the future, under the proposed SFD rule, carriers with sufficient on-road safety

performance data would receive a rating of Unfit, Marginal, or Continue Operation based on their on-road safety performance data, as well as major safety violations found as part of an investigation. The rating would be updated on a monthly basis.

Intervention – The intervention process is designed to improve unsafe behavior early and to reach more carriers. Interventions range from warning letters for carriers with emerging problems to Onsite Comprehensive Investigations for carriers with serious safety problems. The CSA intervention tools enable Safety Investigators to move beyond fact-finding and veri-

fication of violations to a deeper exploration of why the violations occurred and how they can be corrected. Together, with this emphasis on safety improvement, FMCSA continues to employ the full weight of its enforcement authority when a carrier's safety performance requires it.

Op-Model Test – FMCSA launched a field test of the CSA Operational Model in February 2008 to determine the effectiveness of CSA methodologies and to guide fine-tuning. The Op-Model Test began in four states: Colorado, Georgia, Missouri, and New Jersey. In those states, half of the carriers remained under the current sys-

tem, and half were in the test group under the new system. In 2009, Delaware, Kansas, Maryland, Minnesota, and Montana were added to the Test with 100% of the carrier population included. The Op-Model Test was completed in June 2010.

For more information about CSA, visit
<http://csa.fmcsa.dot.gov>



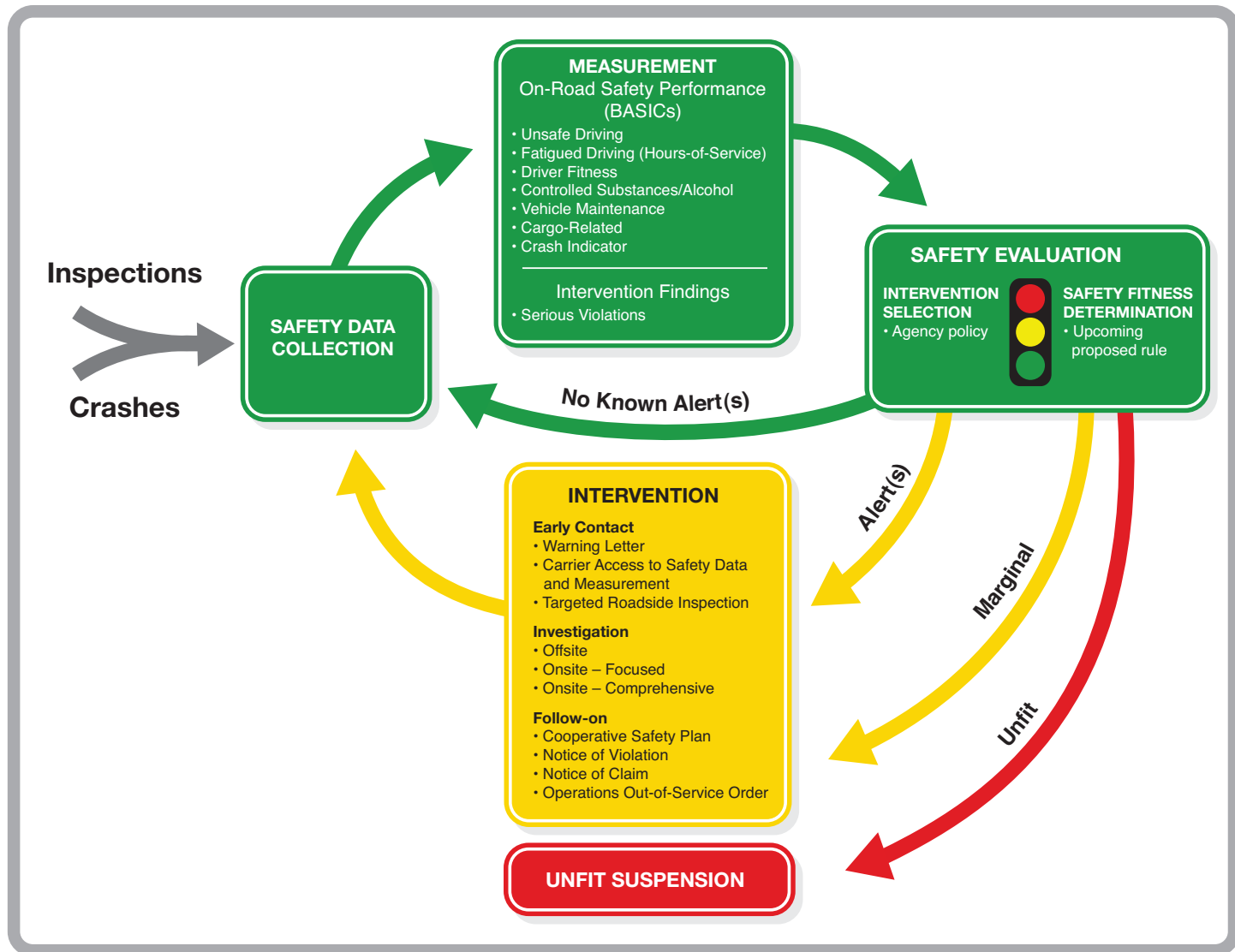


Figure 1: CSA Operational Model